2005

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 118

City of Lynchburg

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)

Special Routes

Bus	Bus - Business Route	
{29}	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - Wye Route connector	
~~~		

Secondary Route

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

### 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

		City of Lync	riburq				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Lynchl	ourg				0 17 11 10				. 4515.				
29 (460) Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.13 <b>35000</b>		93%	0%	1%	1%	4%	0%	F	0.098	F	0.64	37000	G
	Tar	Candler Mount	ain Rd												
29 \ 460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44 <b>29000</b>		93%	0%	1%	1%	4%	0%	F	0.099	F	0.649	31000	G
	То-	US 501													
29) (460) (501) Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36 <b>29000</b>	Α	93%	0%	1%	1%	4%	0%	С	0.118	Α	0.533	31000	Α
25)(40)(01)	Tay	US 501 Campb	all Ava												
29 (460) Lynchburg Hwy	From: City of Lynchburg (Maint: 15)	2.00 <b>27000</b>		93%	0%	1%	1%	4%	0%	Ν	0.083	Ν	0.539	29000	N
29) (400) = 5,110.11.0	To:	US 29		0070	070		.,0	.,0	0,0	•	0.000		0.000		
	From:	SCL Lynchl													
29 }	City of Lynchburg (Maint: 15)	0.33 <b>17000</b>		88%	1%	1%	1%	9%	0%	F	NA			NA	
~	Lynchburg, I	Madison Heights Bypa		pleted O	ctober	2005									
	103	NCL Lynch													
Bus	From:	SCL Lynchl		2001	201		407	<b>5</b> 0/	00/	_	0.070	_	0.544	00000	_
29 Wards Road	City of Lynchburg	1.64 <b>35000</b> US 501; SR 163 Lynchb		93%	0%	1%	1%	5%	0%	F	0.078	F	0.544	36000	G
Bus	From:	SR 163 Ward		essway											
29 501 Lynchburg Expressway	City of Lynchburg	0.34 <b>45000</b>		93%	0%	1%	1%	5%	0%	Ν	0.090	Ν	0.548	46000	Ν
	To-	Candler Mt	Rd												
Bus	From:			000/	00/	40/	407	<b>5</b> 0/	00/	_	0.000	_	0.540	40000	_
29 Lynchburg Expressway	City of Lynchburg	1.37 <b>45000</b>	G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.548	46000	G
Bus	To: From:	Odd Fellow	s Rd												
29 Lynchburg Expressway	City of Lynchburg	1.46 <b>45000</b>	G	93%	0%	1%	1%	5%	0%	F	0.087	F	0.539	46000	G
~	Tar	Kemper Str	reet												
Bus	From: L			93%	0%	40/	40/	5%	0%	F	0.000	F	0.525	47000	G
29 Lynchburg Expressway	City of Lynchburg	1.02 <b>45000</b>	G	93%	0%	1%	1%	5%	0%	Г	0.089	Г	0.525	47000	G
Bus	To- From:	Main Stre	et												
29 Lynchburg Expressway	City of Lynchburg	0.22 <b>34000</b>	G	93%	0%	1%	1%	5%	0%	F	0.085	F	0.549	35000	G
~	To:	Amherst Coun	ty Line												
	From:	US 29 Bus Wa	ırds Rd												
(28) Candler Mt Rd	City of Lynchburg	0.29 <b>18000</b>	G	90%	4%	2%	1%	4%	0%	F	0.088	F	0.567	20000	G
	To:	US 501 Lynchb													
Condor Mtn Pd	City of Lynabhura	0.40 <b>RT</b> 501 V		96%	1%	1%	1%	2%	0%	F	0.084	F	0.539	39000	G
28 501 Candler Mtn Rd	City of Lynchburg	0.40 <b>35000</b> RT 501 I		90%	170	176	170	270	076	Г	0.064	Г	0.559	39000	G
	From:	US 501 Candler													
28) Mayflower Dr	City of Lynchburg	1.30 <b>7800</b>	G	90%	4%	2%	1%	4%	0%	С	0.094	F	0.538	8600	G
$\mathcal{L}$	To	Odd Fellow	s Rd												
128 Mayflower Dr	City of Lynchburg	1.48 <b>2000</b>	G	97%	2%	1%	0%	0%	0%	С	0.102	F	0.681	2200	G
120	То:	US 501 Bus Cam				i				-		٠			_

### 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

_					Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Bus US 29, US 501 Lynchburg Expressway	00/		00/	00/	00/	_	0.007	_	0.504	40000	
63) Wards Road	City of Lynchburg	0.44 <b>17000 G</b> 98%	0%	1%	0%	0%	0%	F	0.087	F	0.504	19000	G
		SR 163 formerly Bus US 29											
	To: From:	SR 128 Candler Mtn Rd											
Wards Road	City of Lynchburg	0.42 <b>23000 G</b> 98%	0%	1%	0%	0%	0%	F	0.084	F	0.514	26000	(
	-	SR 163 formerly Bus US 29											
Bus	From:	Bus US 460 Fort Avenue Wards Rd		-									
	City of Lynchburg	1.19 <b>22000</b> F 98%	0%	1%	0%	0%	0%	С	0.085	F	0.554	24000	
63) 460 Fort Ave	only of Lynonibung	SR 163 formerly Bus US 29	070	170	070	070	070	Ŭ	0.000	•	0.00 1	21000	
	То:	Memorial Ave		ī									
	From:	Fort Ave											
63) Memorial Ave	City of Lynchburg	0.60 <b>10000 G</b> 98%	1%	1%	0%	0%	0%	F	NA			11000	(
		SR 163 formerly Bus US 29											
	To	Oakley Ave											
63) Memorial Ave	City of Lynchburg	0.47 <b>11000 F</b> 98%	1%	1%	0%	0%	0%	С	0.09	F	0.54	12000	
03)	, , , , , , , , , , , , , , , , , , ,	SR 163 formerly Bus US 29											
	To												
63) Memorial Ave	City of Lynchburg	Park Ave 0.33 <b>12000 G</b> 98%	1%	1%	0%	0%	0%	F	0.088	F	0.599	13000	(
163 INTERNOTIAL AVE	City of Lynchburg	SR 163 formerly Bus US 29	1 /0	1 /0	0 /0	070	0 /0		0.000		0.555	13000	,
		SK 103 loitherly bus 03 29											
	To: From:	Langhorne Rd	407					_		_			
5th Street	City of Lynchburg	0.17 <b>14000 G</b> 98%	1%	1%	0%	0%	0%	F	0.086	F	0.502	16000	(
		SR 163 formerly Bus US 29											
	To: From:	Pollard St											
5th Street	City of Lynchburg	0.26 <b>14000 G</b> 98%	1%	1%	0%	0%	0%	F	0.086	F	0.534	16000	(
		SR 163 formerly Bus US 29											
	Tax	Pierce St											
5th Street	City of Lynchburg	0.27 <b>14000 G</b> 98%	0%	1%	0%	1%	0%	F	0.089	F	0.503	15000	(
33)	, , ,	SR 163 formerly Bus US 29											
	To:												
63)5th Street	City of Lynchburg	Park Ave 0.38 <b>16000 G</b> 98%	0%	1%	0%	1%	0%	F	0.082	F	0.513	18000	(
63/3111 311 661	City of Lynchburg	SR 163 formerly Bus US 29	076	1 /0	0 /0	1 /0	0 /0		0.002		0.515	10000	•
	<u></u>												
	From:	Clay St									2 2 4 5	1000-	
5th Street	City of Lynchburg	0.57 <b>15000 G</b> 98%	0%	1%	0%	1%	0%	С	0.091	F	0.643	16000	(
		SR 163 formerly Bus US 29											
	To:	Amherst County Line											
~~	From:	WCL Lynchburg			· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·		
221 Lakeside Dr	City of Lynchburg	0.53 <b>26000 F</b> 98%	0%	1%	0%	1%	0%	С	0.086	F	0.542	29000	F
~	To:	Lynchburg Expressway											

### 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

			of Lynchburg				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Lynchh	ourg Expressway			ZANIC	JTANE	IIIaii	ZIIali		i actor		i actor		
221 Lakeside Dr	City of Lynchburg		14000 F	98%	0%	1%	1%	1%	0%	С	0.088	F	0.619	16000	F
ZZI Zanosius Zi	and a substitution of the			0070	070		170	170	070	Ū	0.000	•	0.010	10000	•
A plantide De	From		est Brook Rd	000/	40/	40/	00/	40/	00/		0.004	_	0.507	4.4000	F
221 Lakeside Dr	City of Lynchburg	1.52	13000 F	98%	1%	1%	0%	1%	0%	С	0.084	F	0.537	14000	г
~~~	To- From:		d Forest Rd												
221 Lakeside Dr	City of Lynchburg	0.15	16000 F	98%	1%	1%	0%	0%	0%	С	0.081	F	0.586	18000	F
~	To:		Oakley Ave												
221 Oakley Ave	City of Lynabhura	0.57	akeside Dr 9100 F	98%	1%	1%	0%	0%	0%	С	0.085	F	0.532	10000	F
Oakley Ave	City of Lynchburg			90%	170	170	0%	0%	0%	C	0.065	Г	0.552	10000	Г
	From:		29 Memorial Ave emorial Ave												
221 Oakley Ave	City of Lynchburg		11000 G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.621	12000	G
221)	To:		S 460 Fort Ave												
Bus	From:		460 Oakley Ave												
221 (460 Fort Ave	City of Lynchburg	0.42	12000 G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.511	13000	G
	To-	118-6	5029 Fort Ave												
Bus	From:														
221 (460) 12th St	City of Lynchburg	0.25	12000 N	97%	1%	1%	0%	1%	0%	N	0.089	Ν	0.511	13000	N
Due Due	To- From:	Bus US 5	601 Campbell Ave												
Bus Bus 221 (460 (501) 12th Street	City of Lynchburg	0.18	7500 F	96%	1%	1%	0%	1%	0%	С	0.086	F	0.565	8200	F
221 (460) (501) 12th Street	To:		Kemper St	3070	170		070	170	070	•	0.000	•	0.000	0200	
Bus Bus	From:		2th Street												
221 (460) (501) Kemper St	City of Lynchburg	0.41	11000 F	97%	1%	1%	1%	1%	0%	С	0.092	F	0.602	12000	F
=-)(=)(=)	To:	US 29 Lyn	chburg Expresswa	y											
	From:	SC	L Lynchburg												
460 (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)		35000 G	93%	0%	1%	1%	4%	0%	F	0.098	F	0.64	37000	G
400 (29)	- y - y														
Lymphburg Hung	City of Lynchburg (Moint: 15)		29000 G	020/	0%	10/	1%	4%	0%	F	0.099	F	0.649	31000	G
460 (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44	29000 G	93%	U%	1%	170	4%	0%	Г	0.099	Г	0.649	31000	G
~~ ~~ ~~	To- From:		US 501												
460 (29) (501) Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36	29000 A	93%	0%	1%	1%	4%	0%	С	0.118	Α	0.533	31000	Α
$\Rightarrow \Rightarrow \Rightarrow$	To-	US 501	l Campbell Ave			\neg \vdash									
460 29 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.00	27000 N	93%	0%	1%	1%	4%	0%	Ν	0.083	Ν	0.539	29000	Ν
	Tac		US 29												
460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.11	27000 N	93%	0%	1%	1%	4%	0%	N	0.083	N	0.539	29000	N
460 Eyrichburg riwy	To:		L Lynchburg	9370	070	170	1 /0	470	076	IN	0.003	14	0.555	23000	IN
	France														
Bus Timberlaka Dd	City of Lymphour-		L Lynchburg	000/	00/	00/	00/	40/	00/	_	0.000	_	0.570	22000	0
Timberlake Rd	City of Lynchburg	0.62	31000 G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.578	33000	G
Bus	To: From:	Old C	Graves Mill Rd												
460 Timberlake Rd	City of Lynchburg	1.14	27000 G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.548	28000	G
400) 3110110 110	To:		eesville Rd	0070	0,0		0 / 0	. 70	0 / 0	•	5.000	•	3.0.0	20000	J

2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

		Oity	of Lynchburg	1			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	L	eesville Rd			ZANIC	JIANIC	TTTAII	ZIIdii		1 actor		1 actor		
460 Timberlake Rd	City of Lynchburg	0.37	33000 (98%	0%	0%	0%	1%	0%	F	0.092	F	0.561	35000	G
	Tax	US 501 Lx	nchburg Expres	swav											
Bus	From:			•	00/		00/	407	00/	_	0.000	_	0.550	00000	_
Fort Ave	City of Lynchburg	1.15	19000	98%	0%	0%	0%	1%	0%	F	0.092	F	0.552	20000	(
Bus	To: From:	Bus U	JS 29 Wards Rd												
460 (163) Fort Ave	City of Lynchburg	1.19	22000 F	98%	0%	1%	0%	0%	0%	С	0.085	F	0.554	24000	
		SR 163 fo	rmerly Bus	US 29											
	To:	Bus US	29 Memorial A	ve		<u> </u>									
Bus 160 Fort Ave	City of Lynchburg	0.57	24000 (0%	0%	0%	1%	0%	F	0.09	F	0.55	26000	
Fort Ave	City of Lynchburg				076	<u> </u>	076	1 /0	0 /6		0.09	-	0.55	20000	
Bus	To: From:	US 2	21 Oakley Ave												
460 (221) Fort Ave	City of Lynchburg	0.42	12000	97%	1%	1%	0%	1%	0%	С	0.089	F	0.511	13000	(
~~	To:	118-	6029 Fort Ave			<u> </u>									
Bus 460 (221 12th St	City of Lynchburg	0.25	12000 N	N 97%	1%	1%	0%	1%	0%	N	0.089	N	0.511	13000	
160 (221) 12th St	City of Lynchburg				1 /0	1 /0	076	1 /0	0 /6	IN	0.009	IN	0.511	13000	
Bus Bus	To: From:	Bus US:	501 Campbell A	Ave											
160 (221) (501) 12th Street	City of Lynchburg	0.18	7500 F	96%	1%	1%	0%	1%	0%	С	0.086	F	0.565	8200	
~~~ <u>~</u>	To:		Kemper St												
Bus Bus 460 ( 221 ( 501 ) Kemper St	City of Lynchburg	0.41	12th Street 11000	97%	1%	1%	1%	1%	0%	С	0.092	F	0.602	12000	
(460)(221)(501) Kemper St	To:		ynchburg Expr		1 /0	1 /0	1 /0	1 /0	0 /6	C	0.092	-	0.002	12000	
Bus Bus	From:		nchburg Express												
60 (501 Kemper St	City of Lynchburg	0.34	12000 F	96%	1%	1%	1%	2%	0%	С	0.093	F	0.604	13000	
<del></del>	То:		ampbell Ave												
Bus Bus Comphell Ave	City of Lymphoura		Kemper St	93%	40/	3%	20/	20/	00/	С	0.095	F	0.624	24,000	
Campbell Ave	City of Lynchburg	0.88	19000 (	93%	1%	3%	2%	2%	0%	C	0.095	Г	0.631	21000	
Bus Bus	To: From:	M	ayflower Dr												_
460 501 Campbell Ave	City of Lynchburg	0.48	18000	93%	1%	3%	2%	2%	0%	F	0.093	F	0.617	20000	
~~~~	Tac	F	lorida Ave			<u> </u>									
Bus Bus	From:			2 000/	40/	-00/	00/	007	00/	_	0.000	_	0.504	00000	
Campbell Ave	City of Lynchburg	0.23	21000 C		1%	3%	2%	2%	0%	F	0.098	F	0.591	23000	
	From:			У											_
Campbell Ave	City of Lynchburg	0.99	L Lynchburg 12000 (97%	0%	1%	0%	2%	0%	F	0.098	F	0.677	13000	
OUT CAMPBOIL AVC	Oity of Lyffoliburg	0.33		91/0	J /0	1 /0	0 /0	<u>~</u> /0	0 /0	'	0.030	•	0.011	13000	
	City of Lynn 1 hours (Marine 47)	0.00	US 460	0001	00/		407	407	001		0.440	^	0.500	04.000	_
501 (460) (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36	29000 A	93%	0%	1%	1%	4%	0%	С	0.118	Α	0.533	31000	
	From:		US 301 US 460												
501)	City of Lynchburg	0.59	26000 C	96%	1%	1%	1%	2%	0%	F	0.090	F	0.546	29000	
33.7	To:		8 Mayflower D]									

2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

Deste	Lista Batas	Learnin AADT C	A 4T	D		Tru	ck		00	K	014	Dir	A A)A/DT	011
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	SR 128 Mayflower D												
501 128 Candler Mtn Rd	City of Lynchburg	0.40 <b>35000 C</b>		1%	1%	1%	2%	0%	F	0.084	F	0.539	39000	G
~	To:	US 29 Lynchburg Express												
Bus 501 (29) Lynchburg Expressway	City of Lynchburg	US 29 LYNCHBURG E 0.34 <b>45000</b>		0%	1%	1%	5%	0%	N	0.090	N	0.548	46000	Ν
501 29 Lynchburg Expressway	City of Lyrichibuty		93/0	076	1 /0	1 /0	3/0	0 /6	IN	0.090	IN	0.540	40000	11
~ <u>-</u>	To: From:	WARDS RD EXIT									_			_
501 Lynchburg Expressway	City of Lynchburg	1.51 <b>40000 F</b>	96%	1%	1%	1%	2%	0%	С	0.090	F	0.509	44000	F
	To: From:	Timberlake Rd												
501 Lynchburg Expressway Ext	City of Lynchburg	1.21 <b>40000 (</b>	96%	1%	1%	1%	2%	0%	F	0.088	F	0.539	44000	(
~	To:	Graves Mill Rd												
501 Lynchburg Expressway	City of Lynchburg	1.24 <b>31000</b> F	96%	0%	1%	1%	2%	0%	С	0.088	F	0.505	34000	F
501)	To													
501 Lynchburg Expressway	City of Lynchburg	Lakeside Dr 1.54 <b>13000 (</b>	96%	0%	1%	1%	2%	0%	С	0.087	F	0.554	15000	(
501 Eyricibulg Expressway	City of Lyrichibuty		90 /0	076	1 /0	1 /0	Z/0	0 /6	C	0.007	-	0.554	13000	•
~~	Ta: From:	Wiggington Rd									_			
501 Lynchburg Expressway	City of Lynchburg	1.86 <b>13000 C</b>	96%	0%	1%	1%	2%	0%	F	0.089	F	0.535	14000	(
~	From:	Boonsboro Rd Lynchburg Expresswa	.,											
Boonsboro Rd	City of Lynchburg	1.80 <b>8900 (</b>		0%	1%	0%	2%	0%	С	0.095	F	0.608	9800	(
201 Booksboro Kd	To:	WCL Lynchburg	3070	070		070	270	070	O	0.000	'	0.000	3000	`
Dura Dura	From:	US 460			<u> </u>									
Bus Bus 501 (460) Campbell Ave	City of Lynchburg	0.23 <b>21000</b>	93%	1%	3%	2%	2%	0%	F	0.098	F	0.591	23000	(
501 (460) Campbell Ave	City of Lyrichibuty		93/0	1 /0	<u> </u>	2.70	Z/0	0 /6		0.090	-	0.591	23000	`
Bus Bus	To: From:	Florida Ave												
501 (460) Campbell Ave	City of Lynchburg	0.48 <b>18000 C</b>	93%	1%	3%	2%	2%	0%	F	0.093	F	0.617	20000	(
	To:	Mayflower Dr												
Bus Bus	From:	•												
501 (460) Campbell Ave	City of Lynchburg	0.88 <b>19000 (</b>	93%	1%	3%	2%	2%	0%	С	0.095	F	0.631	21000	(
Pug Bug	From:	Kemper St Campbell Ave												
Bus Bus 501 ( 460 Kemper St	City of Lynchburg	0.34 <b>12000</b> F	96%	1%	1%	1%	2%	0%	С	0.093	F	0.604	13000	ı
501 (460) Kemper St	To-	Lynchburg Expresswa		170	170	170	270	070	O	0.000	•	0.004	13000	,
Bus Bus	From:	US 221	,											
501)(221)(460) Kemper St	City of Lynchburg	0.41 <b>11000</b> F	97%	1%	1%	1%	1%	0%	С	0.092	F	0.602	12000	-
	To	12TH STREET												
Bus Bus	From:	118-6027; 118-6031												
501)(221)(460) 12th Street	City of Lynchburg	0.18 <b>7500 F</b>	96%	1%	1%	0%	1%	0%	С	0.086	F	0.565	8200	ı
Our Court	To- From:	FORT AVE												
Bus 501 Campbell Ave	City of Lynchburg	0.23 <b>9200 (</b>	98%	1%	1%	0%	0%	0%	F	0.092	F	0.733	10000	(
Campbell Ave	City of Lyndriburg		<i>3</i> 0 /0	1 /0	1 /0	0 /0	070	0 /0	'	0.032	'	0.755	10000	•
Bus	To: From:	Park Ave												
501 Langhorne Rd	City of Lynchburg	0.27 <b>10000</b> F	97%	1%	1%	0%	0%	0%	С	0.083	F	0.527	11000	F
501)	To:	Memorial Ave		-										

### 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

Route	Jurisdiction	Longth	AADT	QA	4Tire	Buc		Tru	ck		QC	K	QK	Dir	AAWDT	Ο\/
Roule	Julisalction	Lengin	AADT	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
Bus	From:	N	Iemorial Av	e												
(501) Langhorne Rd	City of Lynchburg	0.29	18000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.546	20000	G
Bus	To- From:		Murrell Rd													
(501) Langhorne Rd	City of Lynchburg	1.06	14000	G	98%	1%	1%	0%	0%	0%	С	0.09	F	0.526	15000	G
Bus	To: From:		Hill St													
(501) Langhorne Rd	City of Lynchburg	0.47	11000	F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.703	12000	F
Rus	To: From:	ı	Cranehill Dr													
Sus 501 Langhorne Rd	City of Lynchburg	1.37	8600	G	99%	1%	0%	0%	0%	0%	С	0.089	F	0.666	9400	G
<u> </u>	To:		ermont Terr													
Bus	From:		anghorne Ro								_		_			_
(501) Rivermont Terrace	City of Lynchburg	0.25	6100	G	99%	1%	0%	0%	0%	0%	F	0.097	F	0.726	6700	G
<del></del>	To: From:		ivermont Av													
Bus 501 Rivermont Ave	City of Lynchburg	0.44	rermont Terr 17000	ace G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.565	18000	G
(301)								-,-			•		•			_
Bus	From:		Link Rd													
(501) Boonsboro Rd	City of Lynchburg	0.76	14000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.585	15000	G
Pug	Ta- From:	Ti	rents Ferry F	Rd												
Bus (501) Boonsboro Rd	City of Lynchburg	1.75	13000	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.558	14000	G
	To:	Lynch	nburg Expres	ssway												

						City of Lynd	nburg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From:	1			D. JE.	. 4								
<del>-</del> 794)	1.16	NA				Dead E	а			NA			NA		
199		To				15-837									
		From				Dead Er	nd								
F864)	0.12	NA								NA			NA		
		To:			1	18-6033 Brown									
○	0.00	From				US 29; 15-	758			<u> </u>					
F ₉₀₅ Memo Rd	0.20	NA To:				Dead Er	nd.			NA			NA		
		From	1							1					
906)	0.40	NA				Dead E	ıa			NA			NA		
906)	0.10	To:		1	18-6035	RAMP FR US 4	60 BYP EN	ГТОЬ		—i"			1471		
		From:				Dead Er	nd								
F907)	0.78	NA								NA			NA		
		To				FR-906	i								
		From				Dead E	nd								
975)	0.46	NA								NA			NA		
		To:				Dead E									
	0.00	From	ا			Long Meado	ow Dr				_	0.000	070		000
1 Pawnee Dr	0.86	340	G			Can desal	Dr			0.124	F	0.628	370	G	2005
		From	<u> </u>			Sandusky				<del></del>					
9th Street	0.18	900	G			Church	St			0.134	F	0.528	980	G	2005
2) 9th Street	0.10	To:	Ť			Jefferson	St			0.134	•	0.020	300	J	2000
		From				Del Ray C				1					
3 Alta Lane	0.85	2900	G	98%	1%	0% 0%		0%	С	0.106	F	0.578	3200	G	2005
<u> </u>		To				Wards Ferr									
		From				Leesville	Rd								
4 Del Ray Circle	0.16	2900	G	98%	1%	0% 0%	6 0%	0%	F	0.104	F	0.553	3200	G	2005
<u> </u>		To				Alta lan	e								
<u> </u>		From				Park Av								_	
5 8th Street	0.59	1500 _{To:}	G	97%	1%	1% 09		0%	С	0.089	F	0.530	1600	G	2005
		From:	1			Court S				_					
6 Langhorne Rd	0.16	1600	G	98%	1%	1WS 501 Riverm 1% 09		0%	F	0.098	F	0.754	1800	G	2005
6 Langhorne Rd	0.10	To:		30 76	1 /0	Villa R		078	'	0.030	'	0.754	1000	G	2000
		From				Langhorne									
6) Villa Rd	0.12	1700	G	98%	1%	1% 09		0%	F	0.097	F	0.671	1800	G	2005
<u> </u>		To				Rivermont									
<u> </u>		From:				CBUS 460 F			_					_	
7 Long Meadow Dr	0.73	2300 To:	G	98%	0%	1% 0%		0%	F	0.117	F	0.517	2500	G	2005
			1			Pawnee				<u> </u>					
8 Sussex St	0.79	3200	G	98%	0%	Perrymont 1% 09		0%	F	0.101	F	0.651	3500	G	2005
8 Sussex St	0.73	<b>3200</b> To:	Ü	30 70	0 70	Langhorne		070		0.101	'	0.051	3300	G	2000
		From:			Fı	ntrance to Libert				i					
9 University Blvd	0.42	9800	G	99%	0%	0% 09		0%	С	0.127	F	0.627	11000	G	2005
• •		To				Candlers Mou									
		From				C1US 50	)1								
V E S Road	0.92	2600	G	97%	1%	1% 0%		0%	С	0.11	F	0.67	2900	G	2005
<u> </u>		To				Williams	Rd								
O		From				Boonsboro								_	
Trents Ferry Rd	1.88	1400	G	98%	1%	1% 09		0%	С	0.097	F	0.550	1500	G	2005
		To				Bedford Cour									
O Link Dd	0.70	From	<u> </u>	000/	40/	Old Forest		00/		0.005	_	0.560	0700	_	2005
6003 Link Rd	0.78	8800 To:	G	99%	1%	0% 09		0%	F	0.085	F	0.563	9700	G	2005
		10.	<u> </u>			Cranehill	υľ								

						City of L	ynchburg								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		F	1							-					
6003 Link Rd	1.32	7700	G	99%	1%	O%	hill Rd 0% 0%	0%	С	0.086	F	0.508	8400	G	2005
(6003) Link Rd	1.52	To	Ü	33 /0	1 /0		ont Ave	0 70		0.000	'	0.500	0400	G	2003
		From					orest Rd			i					
(6004) Wiggington Rd	1.04	3700	G	98%	1%	1%	0% 0%	0%	F	0.108	F	0.686	4000	G	2005
		To				Lynchh	ourg Exp			<b>—</b> —					
(6004) Wiggington Rd	0.76	3400 From	G	98%	1%	1%	0% 0%	0%	С	0.106	F	0.832	3700	G	2005
$\bigcirc$		To				Chady	vick Dr								
(6004) Wiggington Rd	1.82	1200 From	G	98%	1%	1%	0% 0%	0%	F	0.114	F	0.632	1300	G	2005
		To					s Mill Rd								
6004) Hawkins Mill Rd	0.36	1600	G	97%	2%	Wiggin 1%	gton Rd 0% 0%	0%	С	0.119	F	0.598	1700	G	2005
(6004) Hawkins Mill Rd	0.50	To	$lue{}$	31 70	270		ee Rd	070		0.113	•	0.550	1700	J	2003
		From				Hawkins									
(6004) Coffee Rd	0.89	1900	F	97%	2%	1%	0% 0%	0%	F	0.126	F	0.605	2000	F	2005
0		From				Walnut H	Hollow Rd								
(6004) Coffee Rd	0.33	3300	G	97%	2%	1%	0% 0%	0%	F	0.104	F	0.757	3700	G	2005
		То					501								
Gnoo Graves Mill Rd	0.60	5400	G	97%	1%	US 460 Bt	us Fort Ave 0% 1%	0%	F	0.105	F	0.544	5900	G	2005
(6009) Graves Mill Rd	0.00	3400		9170	170			0%	Г	0.105	Г	0.544	3900	G	2005
Crowns Mill Dd	0.66	From	<u> </u>	070/	10/		fill Rd	00/		0.102		0.514	4700		2005
6009 Graves Mill Rd	0.66	4300	G	97%	1%	1%	0% 1%	0%	F	0.103	F	0.514	4700	G	2005
Cravas Mill Dd	0.07	8400	G	97%	1%	Nation 1%	wide Dr 0% 1%	0%	F	0.095	F	0.653	0200	G	2005
6009 Graves Mill Rd	0.27	0400		9170				0%	Г	0.095	Г	0.000	9200	G	2005
Cravas Mill Dd	0.10	24000	G	97%	U: 1%	S 501 Lynchb 1%	ourg Expressway 0% 1%	0%	С	0.095	F	0.510	26000	G	2005
6009 Graves Mill Rd	0.18	24000		9170	170			0%	C	0.095	Г	0.519	26000	G	2005
Crowns Mill Pd	1.04	19000	G	97%	1%	Old Grave	es Mill Rd 0% 1%	0%	F	0.096	F	0.500	21000	G	2005
(6009) Graves Mill Rd	1.04	19000 To	<u> </u>	91 /0	1 /0		burg 09-1425	0 /0		0.090	-	0.508	21000	G	2003
		From					rl St								
6012) Church St	0.30	4300	G	98%	1%	1%	0% 1%	0%	С	0.115	F		4700	G	2005
		To				117	Th St								
6012) Church St	0.40	6200	G	98%	1%	1%	0% 1%	0%	F	0.096	F		6800	G	2005
		To	-			5t1	n St								
(6012) Rivermont Ave	0.90	14000	G	98%	1%	1%	0% 1%	0%	С	0.090	F	0.586	16000	G	2005
		To				Bedford A	Ave E INT								
Dadfard Aus	0.00	From	<u> </u>	070/	40/		t Ave E Int	00/		0.007	_	0.540	4400	0	2005
6012 Bedford Ave	0.96	4100 To	G	97%	1%	1% Rivermont	0% 2% Ave W Int	0%	С	0.087	F	0.519	4400	G	2005
		From					Ave W Int								
(6012) Rivermont Ave	1.01	7400	G	97%	1%	1%	0% 2%	0%	F	0.103	F		8200	G	2005
		To					nt Terrace								
O Diamond A	4.44	From	<u> </u>	070/	40/		Ave W Int	00/		0.000	_	0.500	0000	_	0005
6020 Rivermont Ave	1.11	8900 To	G	97%	1%	1% Bedford	0% 2% Ave E Int	0%	F	0.096	F	0.589	9800	G	2005
		From	! !												
(6022) Hollins Mill Rd	1.16	3200	G	97%	1%	1%	ord Ave 2%	0%	F	0.097	F	0.597	3500	G	2005
		To	_	/0	.,,		ins St	-,0	-						
6022) Federal St	0.40	3700 From	G	97%	1%	1%	0% 2%	0%	F	0.088	F	0.593	4000	G	2005
		To					h St							_	
		From				Lakes	side Dr								
(6023) Murrell Rd	0.37	8000	F	98%	1%	0%	0% 0%	0%	С	0.090	F	0.556	8700	F	2005
$\overline{}$		То				Langho	orne Rd								
O 101 5	_	From					per St		_		_			_	
6027 12th Street	0.80	6200 To	G	98%	0%	1%	0% 0%	0%	F	0.085	F	0.539	6800	G	2005
		10	Щ			Clay	y St.								

						O.t., O. =	yrichburg								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From								-					
6027) 12th Street	0.25	4800	G	98%	0%	Clay	y St. 0% 0%	0%	F	0.097	F	0.537	5200	G	2005
6027 12th Street	0.23	<b>4000</b>		30 70	0 70	Comme		070		0.037	•	0.557	3200	G	2003
		From				5Th									
(6028) Commerce St	0.33	3800	G	98%	0%		0% 0%	0%	F	0.110	F	0.541	4100	G	2005
(6028)	0.00	т.			0,0			0,0	•		•	0.0		•	2000
(6028) Commerce St	0.30	3300 From	G	98%	0%	10T	0% 0%	0%	F	0.125	F	0.704	3600	G	2005
(6028) Commerce St	0.50	To	Ť	3070	070	Mai		070		0.123	•	0.704	3000	O	2005
		From	:				orth Ave								
(6029) Fort Ave	0.43	6000	F	98%	1%		0% 0%	0%	С	0.09	F	0.585	6600	F	2005
0020		To													
(6029) Park Ave	0.28	8400 From	F	98%	1%	Kem _l	0% 0%	0%	С	0.081	F	0.586	9200	F	2005
(6029) 1 GIR 7 (10	0.20				170						·	0.000	0200	•	2000
6029 Park Ave	0.36	6400	G	98%	0%	9Th	0% 0%	0%	F	0.079	F	0.5	7100	G	2005
(6029) Park Ave	0.30	0400 To		90%	076	5Th		0%	Г	0.079	г	0.5	7100	G	2005
		From	<u>.                                    </u>							1					
6031) Lakeside Dr	0.41	13000	F	98%	0%	Oakle 1%	y Ave 0% 0%	0%	F	0.087	F	0.630	15000	F	2005
(6031) Lakeside Dr	0.41	13000		30 70	070			070	ı	0.007	•	0.000	13000		2000
O Laborida Da	0.24	From	<del>-</del>	000/	00/	Murre		00/				0.505	0000		2005
(6031) Lakeside Dr	0.34	6300	F	98%	0%	1%	0% 0%	0%	С	0.092	F	0.585	6800	F	2005
<u> </u>		From	<u> </u>			Memor					_				
(6031) Park Ave	0.36	7200 _{To}	F	98%	1%		0% 0%	0%	С	0.092	F	0.536	7900	F	2005
		From				Langho C1US									
(6031) Park Ave	0.35	8300	G	98%	0%		0% 0%	0%	F	0.084	F	0.537	9100	G	2005
(0031)		То					6027:12Th St		-		•				
		From				Florid	la Ave								
(6032) Main St	0.25	2800	G	98%	1%	1%	0% 1%	0%	F	0.098	F		3100	G	2005
		To				Lynchburg l	Expressway								
	0.00	From		000/	407	Lynchb		201			_	0.005	0000	•	2005
(6032) Main St	0.28	6300	G	98%	1%	1%	0% 1%	0%	F	0.091	F	0.865	6900	G	2005
<u> </u>		To From				12T									
(6032) Main St	0.55	5800	_ <u>G</u>	98%	1%		0% 1%	0%	F	0.095	F		6400	G	2005
<u> </u>		То	6			5Tł	h St								
O		From				Campb									
6033) Florida Ave	1.28	4500	G	98%	1%	1%	0% 1%	0%	С	0.113	F	0.623	4900	G	2005
		To From				Augu	sta St			$\Box$					
(6033) Florida Ave	0.88	3600	G	98%	1%	1%	0% 1%	0%	F	0.102	F	0.616	3900	G	2005
$\overline{}$		To				Mai	n St								
$\sim$		From	ь			Florid									
(6034) Martin St	0.58	1100	_ <u>G</u>	98%	1%	1%	0% 0%	0%	С	0.111	F	0.676	1200	G	2005
<u> </u>		To				ECL Ly									
O		From				SCL Ly					_			_	
(6035) Candler Mtn Rd	1.09	2800	G	99%	0%	0%	0% 0%	0%	С	0.094	F	0.705	3100	G	2005
		To From			R	amp From U	S 460; FR 906			$\Box$					
6035) Candler Mtn Rd	0.74	12000	G	99%	0%	0%	0% 0%	0%	F	0.085	F	0.524	13000	G	2005
<u> </u>		То				SR 128; May	flower Drive								
O at . 5		From				5Th					_				
(6036) Clay St	0.50	1600	G	97%	0%	2%	0% 0%	0%	С	0.114	F	0.662	1800	G	2005
<u> </u>		To From				12T	h St								
6036) Grace St	0.88	3200	G	97%	1%	1%	0% 1%	0%	С	0.106	F	0.652	3500	G	2005
$\overline{}$		To				Florid	la Ave								
		From	:			Wytl	he St								
6037) Stadium Dr	0.38	4400	G	97%	1%		0% 1%	0%	F	0.097	F	0.556	4800	G	2005
$\sim$		To				Carrol	ll Ave								

						Oity Oi	Lynchbu	ig								
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From:	1													
Wythe St	0.27	7000	G	96%	1%	1%	ort Ave 1%	1%	0%	С	0.088	F	0.55	7700	G	2005
6038) VV y 1110 Ot	0.21	To	Ť	3070	170		ndium Dr	170	070			•	0.00	1100	Ü	2000
		From					ndium Dr				i					
₆₀₄₀ James St	0.22	3500	G	96%	1%	1%	0%	1%	0%	С	0.1	F	0.508	3900	G	2005
3040)		To					rroll Ave									
		From				Lan	ghorne Rd									
6042) Cranehill Dr	1.04	1300	G	95%	4%	1%	0%	0%	0%	С	0.145	F	0.624	1400	G	2005
		To				I	ink Rd									
		From				US 501 N	W Express	way								
6044) Old Forest Rd	0.94	22000	F	96%	1%	2%	1%	1%	0%	С	0.093	F	0.618	24000	F	2005
$\bigcirc$		To:				Forre	st Brook Rd									
6044) Old Forest Rd	0.45	18000	G	98%	0%	0%	1%	0%	0%	С	0.084	F	0.508	20000	G	2005
		To				T	ink Rd									
Old Forest Rd	0.21	13000	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.564	15000	G	2005
004)		To									_					
6044) Old Forest Rd	1.61	9600	G	98%	0%	0%	khorne Dr 1%	0%	0%	F	0.092	F	0.606	10000	G	2005
Old Forest Rd	1.01	To:	Ť	JJ /0	0 70		xeside Dr	0 /0	0 /0	•	0.002	•	0.000	10000	J	2000
		From:	I				kdale Dr									
Greenwood Dr	0.38	3900	G	98%	1%	1%	0%	1%	0%	С	0.112	F	0.66	4300	G	2005
6045) 61661111664 21	0.00		_		170			170			——————————————————————————————————————		0.00	1000	Ū	2000
Thomas Dr	0.71	5500 From:	┖	98%	1%		ymont Ave 0%	1%	0%	F	0.116	Е	0.55	6000	G	2005
6045 Thomas Dr	0.71	5500	<u>G</u>	90%	170	1%	0%	170	U%	F	0.116	F	0.55	6000	G	2000
<u> </u>		From					horne Lane					_				
6045) Richmond Rd	0.35	5100	F	98%	0%	1%	0%	1%	0%	С	0.11	F	0.656	5600	F	2005
		To					kley Ave									
$\bigcirc$ 0 1 1 5	o ==	From	<u> </u>	000/	407		enwood Dr	00/	00/			_	0.044	4000	•	0005
6046 Sandusky Dr	0.77	3700	G	98%	1%	1%	0%	0%	0%	С	0.105	F	0.614	4000	G	2005
^		From					wnee Dr									
6046) Sandusky Dr	0.49	4900	G	98%	1%	0%	0%	0%	0%	С	0.107	F	0.537	5300	G	2005
<u> </u>		To				F	ort Ave									
<u> </u>		From			401		Bus Fort Av				<u> </u>	_		=	_	
6048 Perrymont Ave	0.84	4700 To:	G	98%	1%	1%	0%	1%	0%	С	0.153	F	0.827	5100	G	2005
						Gree	enwood Dr									
0.115.11 5.1	0.00	From:	<u> </u>	070/	00/		rg Expressw		00/			_	0.507	0700	•	0005
6050 Odd Fellows Rd	0.60	7900	G	87%	2%	3%	2%	6%	0%	F	0.093	F	0.587	8700	G	2005
		To: From:					flower Dr									
6050 Odd Fellows Rd	0.67	1300	G	87%	2%	3%	2%	6%	0%	С	0.115	F	0.663	1400	G	2005
		To:				D	ead End									
<u> </u>		From	َ				2Th St					_			_	
6052 Campbell Ave	0.33	7000	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.666	7700	G	2005
~		To: From:					7Th St									
6052 Campbell Ave	0.41	7000	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.648	7700	G	2005
		To	<u> </u>			Ke	emper St									
$\overline{}$		From					wick & She									
6054) Fenwick Dr	0.96	4300	G	98%	0%	1%	1%	0%	0%	F	0.103	F	0.521	4700	G	2005
		To					29 Wards Ro	1								
		From					Lynchburg					_				
6056 Greenview Dr	1.29	14000	G	98%	0%	1%	1%	0%	0%	С	0.084	F	0.518	15000	G	2005
		To	<u> </u>				esville Rd									
<u> </u>		From	L				Lynchburg									
6066) Leesville Rd	1.14	7200	F	98%	1%	1%	1%	0%	0%	F	0.107	F	0.526	7900	F	2005
		To: From:				N	North St									
L conville Pd	4 4 5	7200	G	000/											_	0005
(6066) Leesville Rd	1.15	7300	G	98%	1%	1%	1%	0%	0%	С	0.107	F	0.609	8000	G	2005

						,	Lyrioribai	м								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From:				CD YIG I	50 Y Y									
6070 Wards Ferry Road	1.29	8200	G	99%	0%	0%	60 Logans I 0%	o%	0%	F	0.094	F	0.546	9000	G	2005
(6070) Wards Ferry Road	1.06	7900	G	99%	0%	0%	rvard St 0%	0%	0%	С	0.099	F	0.57	8600	G	2005
<u> </u>		To	<u> </u>			US 29	; Wards Rd									
C Hammand Ot	0.00	From:		000/	00/		s Ferry Rd	40/	00/	F		_	0.755	000	G	2005
(6071) Harvard St	0.08	210	G	98%	0%	1%	0% ge Park Dr	1%	0%	<u> </u>	0.107	F	0.755	220	G	2005
		From:					erlake Rd				$\pm$					
Old Graves Mill Rd	1.70	9800 To:	G	98%	0%	1%	0%	1%	0%	С	0.096	F	0.653	11000	G	2005
		From:					es Mill Rd									
6073) McConville Rd	1.80	4800	G	99%	0%	Grave	es Mill Rd 0%	0%	0%	С	0.099	F	0.514	5200	G	2005
McConville Rd	1.00	4000 To-		3370	070		ndale Dr	0 70	078		0.033	'	0.514	3200	G	2003
_		From:					onville Rd									-
6073) Wyndale Dr	0.24	3600	F	99%	0%	1%	0%	0%	0%	С	0.108	F	0.558	4000	F	2005
		To:				Lak	eside Dr				Щ_					
Evergreen Rd		From:	Ь				ink Rd					_				
	0.33	1900 To:	G	98%	1%	1%	0%	0%	0%	С	0.104	F	0.647	2100	G	2005
		From:	-				an Hill Rd rgreen Rd				+					
6074) Indian Hill Rd	0.98	1700	G	98%	1%	0%	0%	0%	0%	F	0.102	F	0.563	1800	G	2005
$\bigcup$		To:	:				Bridge Rd									
Durant Dalidana Dal	0.07	From:	ᄂ	000/	40/		an Hill Rd	00/	00/			_	0.550	4000	_	2005
6074 Burnt Bridge Rd	0.97	1600 _{To:}	F	98%	1%	0% Boor	0%	0%	0%	С	0.112	F	0.553	1800	F	2005
		From:					nsboro Rd									
6075) Langhorne Lane	0.34	2900	G	98%	1%	1%	hmond St 0%	0%	0%	С	0.098	F	0.546	3200	G	2005
bu/5	0.54	<b>2900</b> To:		JU /0	1 /0		ldon St	0 /0	U /0		0.030	'	0.040	3200	J	2000
		From		-			norne Lane									
6075) Eldon St	0.07	2800	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.568	3000	G	2005
		To:				Mem	norial Ave				Щ_					
$\sim$		From:					Forest Rd									
6076 Linkhorne Rd	0.59	3000	G	98%	1%	1%	0%	0%	0%	F	0.134	F	0.521	3300	G	2005
<u> </u>		To:					nehill Dr									
O 1:" 01	0.44	From:		000/	40/		Th St	00/				_	0.047	4000	0	0005
6077 Jefferson St	0.41	1400 To:	G	98%	1%	1%	0% cord Tpke	0%	0%	F	0.118	F	0.617	1600	G	2005
		From:					*									
6078) Washington St	0.11	1500	G	91%	1%	M	1ain St 5%	2%	0%	F	0.100	F	0.504	1600	G	2005
6078 Washington St	0.11	.500		J 1 /0	1 /0			<b>-</b> /0	J /0		J. 100	•	0.004	1000	5	2000
6078) Concord Tnpk	1.66	From:	<u></u>	040/	10/		ferson St	20/	00/		0.103		0.504	2600		2005
(6078) Concord Inpk	1.66	3200	G	91%	1%	1%	5%	2%	0%	F	0.103	F	0.591	3600	G	2005
Company Taril	4.07	From	<u> </u>	040/	40/		kwell Rd	00/	00′				0.507	2000		0005
6078 Concord Tnpk	1.07	3300 To:	G	91%	1%	1%	5%	2%	0%	С	0.097	F	0.537	3600	G	2005
		From:					JS 460				<del></del>					
6080) Court St	0.50	1400	G	91%	1%	1%	2Th St 5%	2%	0%	F	0.122	F	0.603	1600	G	2005
(6080) Court St	0.50	1400 To:		J1/0	1 /0		Th St	£ /0	0 /0		0.122	'	0.003	1000	J	2000
		From	_				eside Dr				十					
6081) Forest Brook Rd	0.92	3500	F	96%	1%	1%	1%	1%	0%	С	0.099	F	0.533	3800	F	2005
0001) - 51551 210011 10		To	Ė				Forest Rd									
		From:					Forest Rd				一					
(6082) Hill St	0.58	6800	G	99%	1%	0%	0%	0%	0%	F	0.096	F	0.69	7400	G	2005
$\cup$		To:				Lang	ghorne Rd									
		From				Fo	ort Ave				$\neg$					
							<u>Mt Mv</u> C									
6083) Edgewood Ave	0.73	2200	G	99%	1%	0%	0% ards Rd	0%	0%	С	0.099	F	0.588	2400	G	2005

					City of	Lynchbur	g								
Route	Length AADT	QA	4Tire	Bus		Truc 3+Axle		C	)(:	K actor	QK	Dir Factor	AAWDT	QW	Yea
tv of Lvnchburg	From	1				Wi Ct									
4th Street	90	G			<u>'</u>	Wise St			0	152	F		100	G	200
	To				M	Ionroe St									2000
	From				•	York St				]					
Caroline St	500	G							0	.099	F		550	G	200
	То					ambers St									
Chambara St	870	G			Ca	aroline St			0	102	F		950	G	200
Chambers St	<b>0/U</b>					2Nd St			U	. 102 <b>]</b>	Г		950	G	200
	From					ningside Dr									
Clayton Ave	660	G			1/101	migordo D1			0	.151	F		720	G	200
	То				Spo	ottswood Pl				1					
	From				В	erkley Pl									
Danridge Dr	1200	G								.111	F		1300	G	2005
	To	<u> </u>				nigmont Dr									
Enterprise Drive	From 14000				1	15-1520				<b>]</b> 0.1	F	0.593	14000	F	200
	14000 To				Bedfor	d County Lin	ie .			1	'				2005
	From	<del></del>				ryland Ave				i I					
Fairview Ave	430	G							0	.103	F		470	G	200
	To				M	Iackel St									
Fleetwood Dr	From				Ric	dgeway Dr								_	
	1200 _{то}	G TEN LD							0	.118	F		1300	G	2005
		<u> </u>				llwood Dr									
Georgia Ave	220	G			Can	npbell Ave			0	] .117	F		240	G	200
2 00. g/a / W0	To	$\overline{}$			Ne	evada Ave				1	'		240	J	200
	From					n Oak Lane				<u> </u>					
Gorman Dr	330	G							0	.122	F		370	G	200
	To				Nor	thwood Cir									
	From	Montgomery Rd										_			2005
Hawthorne Rd	170	G Woodcrest Dr								.147	F		180	G	
	From									<u> </u>					
Hayes Dr	130	Rhonda Dr							0	.112	F		140	G	200
riayoo Di	To									1			140	-	
	From	Old Trents Ferry Rd													
John Scott Dr	400	G	97%	2%	1%	0%		0% (	C 0	.111	F		440	G	200
	To				D	Dead End									
Leyburn Ave	From				M	losby Ave									
	<b>280</b>	G				1 0.			0	.158	F		310	G	200
		Sucreti St													
Locksview Dr	Fron <b>1000</b>	G Ben raveni ku								<b>.</b> ).116	F		1100	G	2005
	To									1					
	Fron									i					
Maryland Ave	270	G							0	.103	F		300	G	200
	To				Fai	rview Ave				1					
McKinney Ave	From				C	Clarke St									
	340	G							0	.083	F		370	G	2005
	То	<u> </u>				Dodd St									
Mimoso D:	From	Built Bridge Ku								]	_				000
Mimosa Dr	<b>710</b>	G Woodcrest Dr							U	.109 <b>1</b>	F		770	G	2005
	From					Guffey Lane				<u> </u>					
Morningside Dr	410	G			IVICC	Juney Lane			n	183	F		450	G	200
	To				W	ood Lane				L					

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg  Myrtle St		From:	G			We	stview Dr			0.123	F		660	G	2005
		To				To	ledo Ave								
Now Homnobiro Ava		From:	G			Oak	ridge Blvd			0.160	F		470	G	2005
New Hampshire Ave		430 To:				Tr	emont St			0.160					2005
		From:				McI	Cinney Ave				F		410	G	
Oxford St		380 _{To}	G			Pad	cliffe Ave			0.115					2005
	3	From:	l				llcrest Rd			<u> </u>	F	360		G	
Page St		3200	G							0.096			3600		2005
		To: From:	<u> </u>				2Nd St								
Rhode Island Ave		260	F			Tr	emont St			0.119	F		280	F	2005
		To:				F	ort Ave								
0 1 111 5		From:				RI	nonda Dr				F		430	G	
Sanhill Dr		400 To:	G			Ap	ache Lane			0.128					2005
	31	310					npbell Ave					340			
Texas Ave			G							0.119	F		340	G	2005
		To:					vada Ave								
Warren Ave		200	G			Win	gfield Ave			0.123	F		220	G	2005
		To:	ŕ			P	erry Ave				•			,	_500